

OTHER DIFFICULTIES ARISE

Lines Implicated in Differential War Have Fall Share of Trouble.

CONTROVERSY ALREADY A LOSING GAME

Connecting Lines Decline to Stand Proportion of Reduction and Burden of Loss Falls Directly on Local Roads.

No official notice had been made by the Burlington road yesterday of any further reductions in the packing house rates to southeastern territory other than the third reduction of 3 cents which came Wednesday, following the announcement of the Kansas City, Fort Scott & Memphis, that it had reduced its rate from Kansas City by 6 cents. Consequently today the differential as between Omaha and Kansas City is 3 cents just as the Burlington plan to reduce shall remain. However, private telegraphic advice from Kansas City states that the Memphis road will immediately announce a third cut of 3 cents in the rate, which will again make the differential 6 cents as formerly, until the Burlington shall have the opportunity to place into operation a fourth reduction of 3 cents. This, it is reliably stated, will be done just as soon as official notice is received that the Memphis has made a third cut.

As a result of this differential war, difficulties have arisen which are taxing the freight departments of the roads implicated in the fight to satisfactory adjustment. The rates to the southeast were reduced the railroads from Omaha and connecting lines at Kansas City and St. Louis, which forwarded some of the shipments to the points of destination, had established a basis of division of the income derived from the freight shipments. Now that the rates have been slashed right and left, the Omaha lines which handle the freight from the point of origin are having trouble with the connecting lines over which the portion of the freight must be shipped, regarding the basis of distribution of the loss sustained by the reduced rates. The difficulty comes in the division of the rates, some of the southern lines claiming that the Omaha lines persisting that they must receive the same rates as formerly and refusing to stand any of the reduction. With this proposition confronting them, the lines engaged in the controversy find that the reductions in the rates have already almost completely wiped out their division, and if their connections refuse to lower their rates proportionately the former will soon be carrying the freight absolutely free and will even be receiving a lower rate for the entire haul than must be paid to the connections for their share of the transportation charges. Such a situation is not calculated to overjoy the freight departments, and now anxiously awaiting a compromise of some sort between the Burlington and the Memphis lines.

Another thing which has come up as a result of this war is a demand on the part of the packers that, since the roads have lowered the differential on packing house products to the southeast, they do the same on shipments to points in Texas, Louisiana and Arkansas. The differential on these points in territory is still 6 cents as between Omaha and Kansas City. The packers have succeeded in gaining the upper hand over the railroads now, and in case they persist in making such a demand the precedent already established in the reduction of the southeast differential will provide them with a formidable argument in their efforts to have a like reduction made on other territory, in which Kansas City now has the advantage by reason of a lower rate by 6 cents.

CONSOLIDATION IS IMPOSSIBLE

Class in Charter of Omaha Road Prevents Absorption by Northwestern

For twelve years in advance of the regular annual meeting of the board of directors of the Chicago, St. Paul, Minneapolis & Omaha road there has been considerable report that the road would be absorbed by the Chicago & Northwestern, which holds 147,000 shares, or 314,700,000, of the common stock of the Omaha road, thus holding the controlling interest. The report that such an absorption is to take place is creating more than usual interest in financial circles in New York City at this time and from Wall street comes the unreserved statement that such an absorption is to be accomplished. The manner in which it is said this will be effected will be in a special meeting of the stockholders of the Chicago & Northwestern, when an issue of scrip, for which Omaha stock may be exchanged, will be authorized. In direct contradiction to this Wall street report, however, stands a clause in the charter of the Omaha road which will prevent any such an absorption without the express consent of the legislature of the state of Wisconsin. An official of the Omaha road stamps all reports of an absorption with the Northwestern as mere rumors, in the following interview: "The Omaha will not be absorbed by the Northwestern. The charter of the road provides that no consolidation with any other system whatsoever shall be made without the favorable action of the legislature of the state of Wisconsin. In addition to this there has been no move toward a consolidation for the reason that the two roads, reorganized under one head, would make a system which would be unwieldy and cumbersome and which could not be operated with the same profit as at present. The consolidation will be made for the sake of economy is without basis. Two heads are better than one and two good men can make more money in a large field than would be possible for one. This applies to the situation exactly. Under two distinct organizations both roads earn higher profits and are better operated than they could be when consolidated. The present system is entirely satisfactory, and in case the legal difficulties to prevent consolidation were obviated there would not be sufficient reason for the rumored change. The annual meeting comes in June and the report of consolidation has turned up in advance of every year's meeting of directors for twelve years. If a consolidation had been desirable it would have been effected several years ago."

PRIZES FOR NEBRASKA SCENES

Burlington Announces Contest for Photographers of State

The Burlington photographic club on Nebraska as an agricultural and stock-growing state and believes that it is destined to great success in these branches. With this belief it issues a monthly magazine, which deals to a great extent with the various phases of Nebraska farming and ranching. The publication is called "The Corn Belt" and is designed to foster immigration to Nebraska and other states touched by the Burlington system. The passenger department has just issued a scheme which will undoubtedly prove very popular and has for its conception the desire to better advertise Nebraska. With this end in view it has been decided to give \$50 in prizes for the pictures of farm or ranch scenes which shall be adjudged the best and most likely to attract attention to Nebraska. There will be six prizes, the first \$20, the second \$10 and four \$5. Pictures which are awarded prizes and likely many others there are submitted will be reproduced in the Corn Belt. Last spring the Burlington established a contest something like the one which has just been announced and it attracted a great deal of attention and was productive of much good. Prizes were then given for the best descriptive articles of farming in this state and a large number of excellent

literary productions were submitted. Many of these were printed and much favorable comment was passed upon them. The present contest will give the amateur as well as the professional photographers of the state an opportunity to display their ability in the selection of rural scenes which will be creditable to the state and it is expected that much interest will be aroused.

GULF WILLING TO MAKE PEACE

However, it Will Not Agree to the Terms of an All-Rail Recess. CHICAGO, Sept. 8.—A meeting was held today of the officials of the Western Joint Traffic committee and officials of the Kansas City, Pittsburg & Gulf road to arrange, if possible, a plan whereby the grain rate schedules of the Gulf road and the eastern all-rail routes may be put on a more equitable basis. The Gulf road, it is said, is willing to compromise, but will not agree to establish rates on the basis asked by the terms of the recess and this question of differentials the difficulty arises.

IOWA CENTRAL EARNINGS GROW

Thirty-Five Thousand Better Than Last Year—New Officers. CHICAGO, Sept. 8.—The annual meeting of the stockholders and directors of the Iowa Central railroad was held here today. The annual statement submitted to the stockholders was favorable. It showed gross earnings of \$2,130,575, and net earnings, \$1,494,674; net earnings, \$639,871, an increase of \$35,402 over 1898. Dividends of 1 1/4 per cent were declared March 1 and September 1.

Rock Island Excursion

The Rock Island has announced a series of excursions to be run from all points along its Nebraska line on account of the Exposition. The rates from stations where the one-way rate is \$2.50 or less are one for the round trip, with a minimum of \$1.75 from stations where the one-way rate is more than \$2.50, tickets will be on sale at 80 per cent of the one-way rate for the round trip. The limit on these tickets is five days and the dates of sale are September 12, 13, 14, 26, 27 and 28. The first three dates have been agreed upon by the Rock Island, Elkhorn, Union Pacific and Burlington and rates the same as mentioned above will be in effect on all of the railroads. The last three are for Ak-Sar-Ben week and while none of the roads, except the Rock Island, have as yet announced excursions at that time, it is understood that all will do so.

Mexican Mining and Railway Deal

NEW YORK, Sept. 8.—All of the money in payment for the San Pedro mines and the Monterey Mineral Railroad of Mexico recently purchased by the Mexican Land company and headed by George L. Cook & Co. of Chicago was paid yesterday in this city. Part of the money paid for the mines was transferred to Spain for three of the Mals brothers, who live there, and the balance to Mexico.

Railway Notes and Personal

United States fish commission car No. 3 was over by the Northwestern yesterday, bound for points in Iowa. A. Darlow of the Union Pacific passenger department leaves today for a several days' absence on business in the east. E. Tomlinson, traffic manager of Swift and Company at Kansas City, was en route yesterday on the local freight officials yesterday.

Old-Timers Will Play Ball

This afternoon the 1883 Union Pacific base ball club will play the 1899 Young Men's Christian association nine upon the latter's grounds. The proceeds of the game being for the benefit of the Ladies' Union Y. C. Monument association fund. Among the old Union Pacific ball players who will participate in the game will be Salisbury, McKelvey, Funkhouser and Bandle.

Smoke the Cause of Fire Alarm

The exposition fire department was called out shortly before noon, yesterday, by an alarm of fire from the Manufacturers building. In one corner of the structure a concession manager was melting some tallow. Employees, smelling the smoke and seeing a flame that looked as if a blaze were in progress, sent in an alarm.

Take no chance on that aching tooth

Dent's Toothache Gum. Druggists, 15c.

The thinking people—those who shop around—who want to make their dollars go the farthest—trade at the "Big Store"—that's Hayden Bros. Read their ad on page 5.

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The favorite whiskey of famous men is Harper

Because of its smooth, exquisite flavor, because of its matchless purity, because of its invigorating and refreshing character, every drop sterling, Harper Whiskey.

Dr. Shepard's Hay Fever

Hard cold, \$5.00 per box, 25c. Delivery, R. M. McClelland & Co., 2302 Cummer street.

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DIED

FAY—Miss Julia, at the residence of her sister, Mrs. F. R. Cahill, 1118 South Ninth street. Funeral notice later.

SHIELDS—James, September 7th, 1899, aged 82 years, at his late residence, 1425 N. 15th street.

Funeral from residence Sunday, September 10th, 10:30 a. m. Interment Forest Lawn cemetery. Friends invited.

SITUATION IS UNCHANGED

Carpenters and Contractors Are Still at Odds—Bricklayers Are Catching Up.

There are practically no new developments in the carpenters' strike. Both sides are playing a waiting game. The carpenters are waiting to hear from the contractors and the national executive committee, while the contractors are looking for a communication at any time from the carpenters.

The carpenters have written the national executive committee, headquarters in Philadelphia, explaining the controversy. They deny the story that the local union has asked for the endorsement of the national executive committee, so that the present "walk-out" or "lock-out" might be given the dignified appellation of a strike, in order that under such an endorsement other labor organizations might be called out in sympathy with the carpenters to help them in their fight for higher wages.

The bricklayers held a mass meeting yesterday in Labor Temple, which was attended by Labor Commissioner Kent of Lincoln, who has been in the city since Monday. He did not take part in the meeting, which was void of any special features.

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The bricklayers are gradually being forced to lay down their tools pending the settlement of the trouble, for on many jobs they have caught up with the carpenters. They have caught up with the carpenters on the next class of men to be affected in the plasterers and after them come all other trades connected with building. If the trouble continues much longer it will be but a question of a comparatively few days before the entire union will be forced out of work.

The bricklayers on the Cass street school house have been compelled to cease operations and the probable result is that those employed upon the Pacific street school building will have to quit either tonight or some time tomorrow. Contractor B. J. Jobst has been compelled to lay off his bricklayers and it is more than likely that those working on the city residence, Thirty-seventh and Farnam streets, will have to wait upon the carpenters after today. At the Deaf and Dumb Institute the bricklayers can work for a week or ten days yet.

The planning mill has announced a series of excursions to be run from all points along its Nebraska line on account of the Exposition. The rates from stations where the one-way rate is \$2.50 or less are one for the round trip, with a minimum of \$1.75 from stations where the one-way rate is more than \$2.50, tickets will be on sale at 80 per cent of the one-way rate for the round trip. The limit on these tickets is five days and the dates of sale are September 12, 13, 14, 26, 27 and 28. The first three dates have been agreed upon by the Rock Island, Elkhorn, Union Pacific and Burlington and rates the same as mentioned above will be in effect on all of the railroads. The last three are for Ak-Sar-Ben week and while none of the roads, except the Rock Island, have as yet announced excursions at that time, it is understood that all will do so.

Glorious News

Comes from Dr. D. B. Carille of Washita, I. T. He writes: "Four bottles of Electric Bitters has cured Mrs. Brewer of scrofula, which had caused her to lose her hair, her teeth, her eyes, her nerves, her stomach, her bowels, her kidneys, her liver, her lungs, her heart, her blood, her strength, her vitality, her health, her happiness, her peace, her joy, her life. She is now well, happy, and contented. Sold by Kuhn & Co., druggists. Guaranteed."

Read of the bargains that the "Big Store" offers Saturday. That's on page 5.

Vindictive Conference Probable

The special committee of city officers appointed to negotiate the claims of the city against the Northwestern and Burlington road held a meeting Thursday and went over the claims, discussing them and the course to be pursued when the roads and the committee should get together. The members agreed to meet at the call of the chairing man, which will be issued as soon as satisfactory arrangements can be made with the attorneys for the roads. It is probable that this will be early next week.

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ADDING KNIGHTS TO FOLD

Ak-Sar-Ben Membership Increases as Date for Festivities Draws Near.

Interest in Ak-Sar-Ben affairs is increasing to a very perceptible extent by reason of the near approach of the date for the annual festivities, which will occur during the last week of September. The membership committee is especially active and for a communication at any time from the carpenters.

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WOMEN'S and CHILDREN'S CLOTHING

Nebraska Clothing Co.

A Good Boy.

Is worth all he costs, and nothing adds more to his happiness than the kind of clothes he likes. Boys know very often what pleases them better than their mothers. Our clothing for small boys, and bigger boys, are as nobby as can be found, and as much like his father's as can be or as the styles will allow.

We have for the little fellow a line of school suits that have no equal.

Boys' School Suits.

A double breasted, fine quality of chevots, correctly constructed, good assortment of patterns, suits that sell for \$3.50 around town are here for \$2.50. Then there are other ones at \$2.25 that other stores sell for \$3.25, and we know of stores where they ask \$3.50 for boys' suits that we sell for \$2.25, and all throughout the department just such economical price savings are offered you.

To the mother who cares to pay \$5 for her boy's school suit, we want you to know that the same quality cloth and same styles will cost you \$7.50 outside this store. You must see and feel the quality, and compare, to find out if this is so.

Women's Cloaks.

An opportunity extraordinary—born of a determination to out-do—all other cloak and suit departments hereabout—we ask you to read carefully the items selected for you—for your examination—and decision.

Ladies' Skirts that were made to sell for \$1.00 are being sold for 50c.

Ladies' dress skirts that sell for \$1.00 around town, sell for 60c.

Ladies' black and blue storm serge dress skirts—full sweep—latest back, sell for \$1.25.

Ladies' silk waists, made of black taffeta, stock collar, worth \$4.00, all here for \$2.50.

Children's school reefers, braid trimmings, box front, 4 to 14 years, worth \$2.00, for \$1.25.

The swagger conceptions—man-tailored garments cut according to the most acceptable fall patterns.

Ladies' suits, that sell for \$10—in your rounds, are here in our new Dep't at \$5.00.

A full line of fall golf capes—and new English walking skirts at Nebraska prices. You know the difference.

The Comfort and Health

of your Children is largely determined by the warmth and quality of their underwear.

The best wearing, as well as the best fitting and most satisfactory underwear for your boy or girl is a suit of the

Matchless Munsing UNDERWEAR.

The wonder is how such perfect garments can be made to sell for so little money.

Ladies' Union Suits, \$1.00, \$1.50, \$2.00

Boys' and Girls' Union Suits, 50c and \$1.00

Men's Union Suit, \$1.50, \$2, \$2.50, \$2.75

Ladies' and misses' vests and pants at correspondingly low prices.

Kelley, Stiger & Co
Farnam, Cor. 15th St.

\$1.000 REWARD

STEINWAY

will be paid to any person who can buy a new

Piano shipped direct from factory from any other music house in the city. Call and get prices on our select stock of PACKARD, VOSE, IVERS & POND, EMERSON, STERLING, PEASE & SINGER PIANOS.

During our great attraction sale you can save from \$100 to \$150 on any high grade piano in the house.

175 PIANOS TO SELECT FROM— UPRIGHT PIANOS AS LOW AS \$98.00— SQUARE PIANOS AS LOW AS \$38.00— ORGANS AT FACTORY COST—

We sell new pianos on \$5.00 payments every day in the year. Attractive pianos for rent. Lowest rates. Pianos tuned, repaired, moved, stored and exchanged. Telephone 1625. Write for catalogue, prices and terms. Call and see the wonderful!

PIANOLA

greatest musical invention of the century.

Schmoller & Mueller

Steinway & Son's Representatives. 1313 Farnam Street.

NECKTIES

for next to nothing. Just for advertisement will sell

String Ties, 1c.

Band Bows, 2c.

4-in-Hands, 5c

Choice of fine silk Tecks and Puffs, only 15c.

Don't miss this necktie party.

GUARANTEE CLOTHING CO.,

CAPITOL AVE., NEAR 16TH STREET.

Close to Bennett's.

A HANDSOME SUIT OF THREE ROOMS—</